

ATTACHMENT 14 – *WRITTEN STATEMENT OF CAPT PETER McISAAC STATEMENT, SFBPA*

Statement of Fact
Captain Peter McIsaac
Prepared November 11th, 2007
Re; Cosco Busan Allision

This is a statement of fact regarding my actions immediately following the Cosco Busan allision with the Delta tower of San Francisco-Oakland Bay Bridge.

My name is Captain Peter McIsaac and I have been President and Port Agent of the San Francisco Bar Pilot Association since November 1st 2006. I have been a pilot since January 1st 1994, after spending two years in the California State Board of Pilot Commissions training program.

At approximately 0830 on November 7th 2007 I was informed that Captain Cota had reported to VTS that he had allided with the Bay Bridge. Minutes later Captain Cota called me and told me the same and reported that the fendering system was damaged on the Bridge Delta tower but the base seemed to be intact. He then said he would be proceeding to Anchorage 7. I immediately boarded the Pilot Vessel Golden Gate with fellow pilots Frank Hoburg, Blake Coney and Gregg Waugh. The operator was directed to proceed directly to the Delta tower.

At 0837 (all times have been retrieved from my cell phone) I called USCG COTP Bill Uberti and informed him that there had been an allision and I was enroute to the Delta tower to assess the damage. I asked him to have his staff notify Cal-trans of damage to the fendering system. I also informed him of my intention to replace pilot John Cota with a fresh pilot once the vessel was safely anchored and that he would be taken to the our office on Pier 9 to undergo the post incident drug and alcohol testing.

At 0846 I called Captain Uberti again to inform him that the fendering was damaged but the base appeared to be intact and that there was oil on the base and in the water. I do not recall if I actually spoke to him.

At 0847 I called VTS and informed them that they needed to inform the Army Corps of Engineers debris boat that it was likely that there was debris in the water. I believe that I also informed them that there was oil in the water and they replied that the vessel had already reported as much.

At about 0852 we arrived on scene as the vessel was anchoring in Anchorage 7. The tug Revolution was tethered on the stern. A substantial flow of oil was pouring out of the after part of the damaged area. We were approaching from the stern on a slow bell while the vessel was backing down preparing to anchor. Within about 10 minutes the oil flow seemed to subside and was just running down the hull. There were crewmen looking frequently over the side in the vicinity of the oil leak.

At 0853 I called Captain Uberti but was unable to reach him.

At 0854 I called VTS and informed them that oil was pouring out of the hull and they needed to activate the spill response procedures.

Shortly after that we boarded pilot Frank Hoburg to go on the bridge and relieve Captain Cota when appropriate. The SFBP dispatcher needed the PV Golden Gate so we proceeded back to Pier 9 and boarded the PV Drake prior to proceeding back to Anchorage 7. At about 0925 we were back in Anchorage 7 and noticed that a CG patrol boat was on scene aft of the vessel. They held that position for a few minutes before proceeding to the damaged area on the port bow of the vessel.

At 0940 I called Captain Uberti and left a message reiterating that I was taking Captain Cota back to our office for drug / alcohol testing and that he would be available to the investigators there. Captain Cota left the vessel at approximately 0945. Drug / alcohol testing was completed at 1035 by a vendor. The USCG investigators showed up mid day and were given copies of the test receipts.